WELCOME TO THE

CHASE AVENUE BRIDGE MEETING

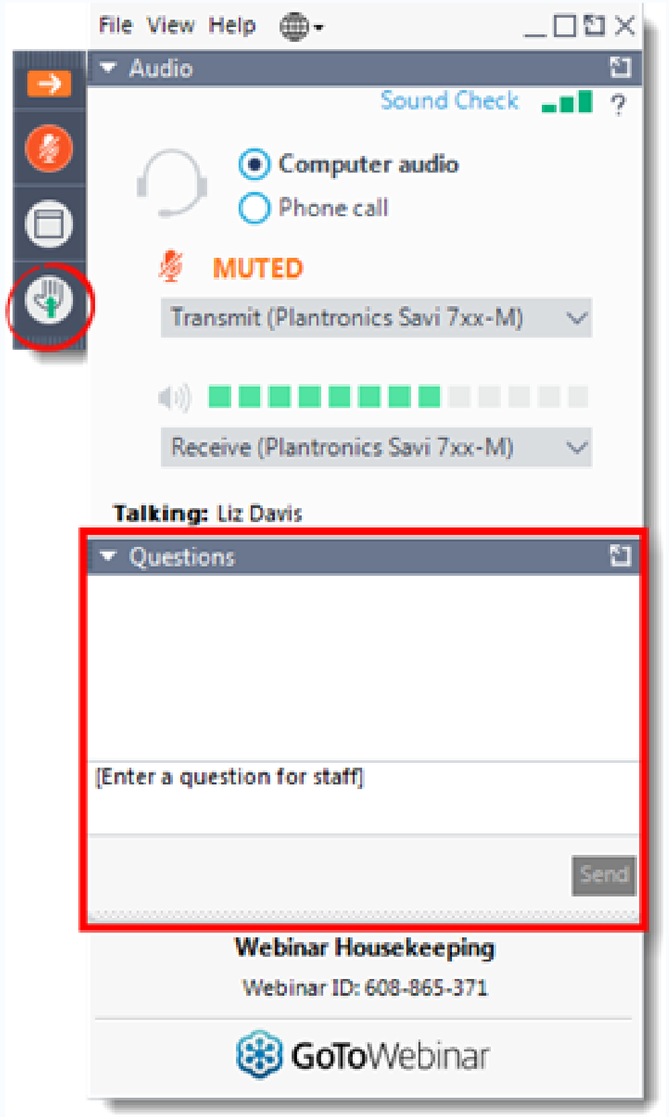
City of Milwaukee and Wisconsin Department of Transportation
Bridge Replacement Project over the Union Pacific Railroad

November 10, 2020

This meeting will be recorded and posted on milwaukee.gov/dpw/chasebridge

Your microphones are currently muted by the organizers.

If you have any questions or comments, please "raise your hand" by clicking the icon on your screen or type it in the comment box provided and we will answer during the Q&A segment.



AGENDA

TOPICS TO BE COVERED

Project Overview
Existing Conditions
Schedule
Comments & Questions

PROJECT OVERVIEW

.1 MILES

We are planning to replace the South Chase Avenue bridge over the Union Pacific Railroad adjacent to East Ohio Avenue. This includes a short segment of the roadway approach.

SCOPE OF WORK

Typical work includes removing and replacing the bridge structure, roadway approach, curb & gutter, sidewalk and driveway approaches. Drainage structures and street lights are upgraded. Landscape work is also included.

GOALS

Replace a structurally deficient bridge while improving the safety and comfort for people walking, biking, and driving.

COMPLETE STREETS

Enhance accommodations for people walking and biking along the corridor.

FUNDING

ESTIMATE

$5 to $5.5 million will be invested into this major infrastructure project

100% OF CONSTRUCTION COSTS ARE COVERED BY FEDERAL AND STATE AID

NO ASSESSMENTS TO PROPERTY OWNERS

CHASE AVENUE BRIDGE

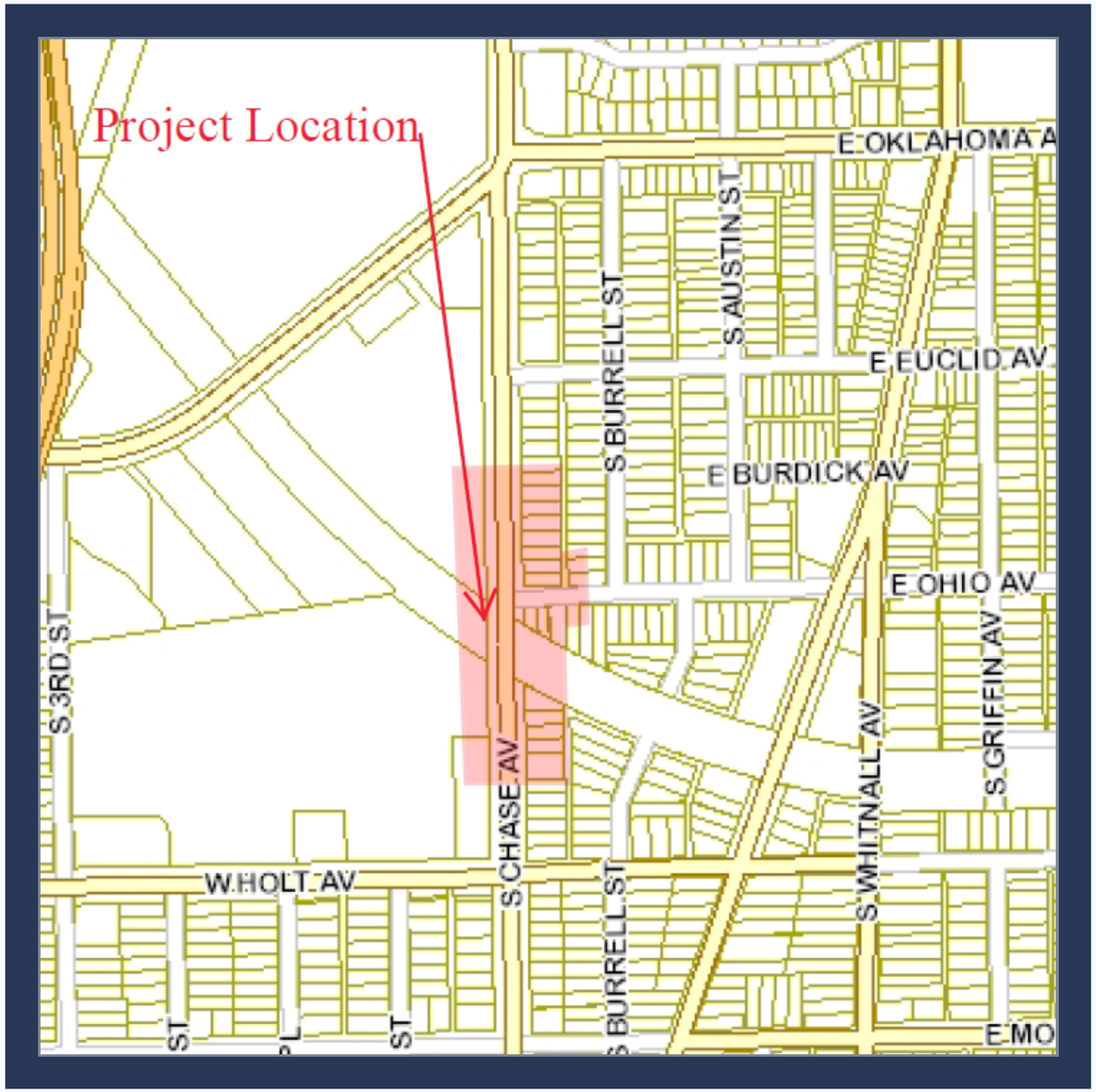
Originally built in 1939

Superstructure was replaced in 1982

Posted Speed: 30 MPH

Average Daily Traffic Count: 15,800 vehicles

Adjacent commercial and residential properties



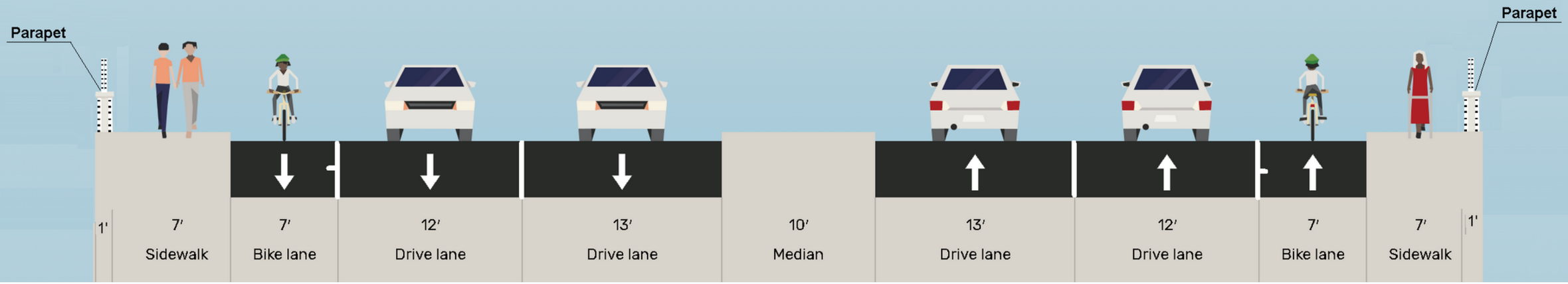
Classifications

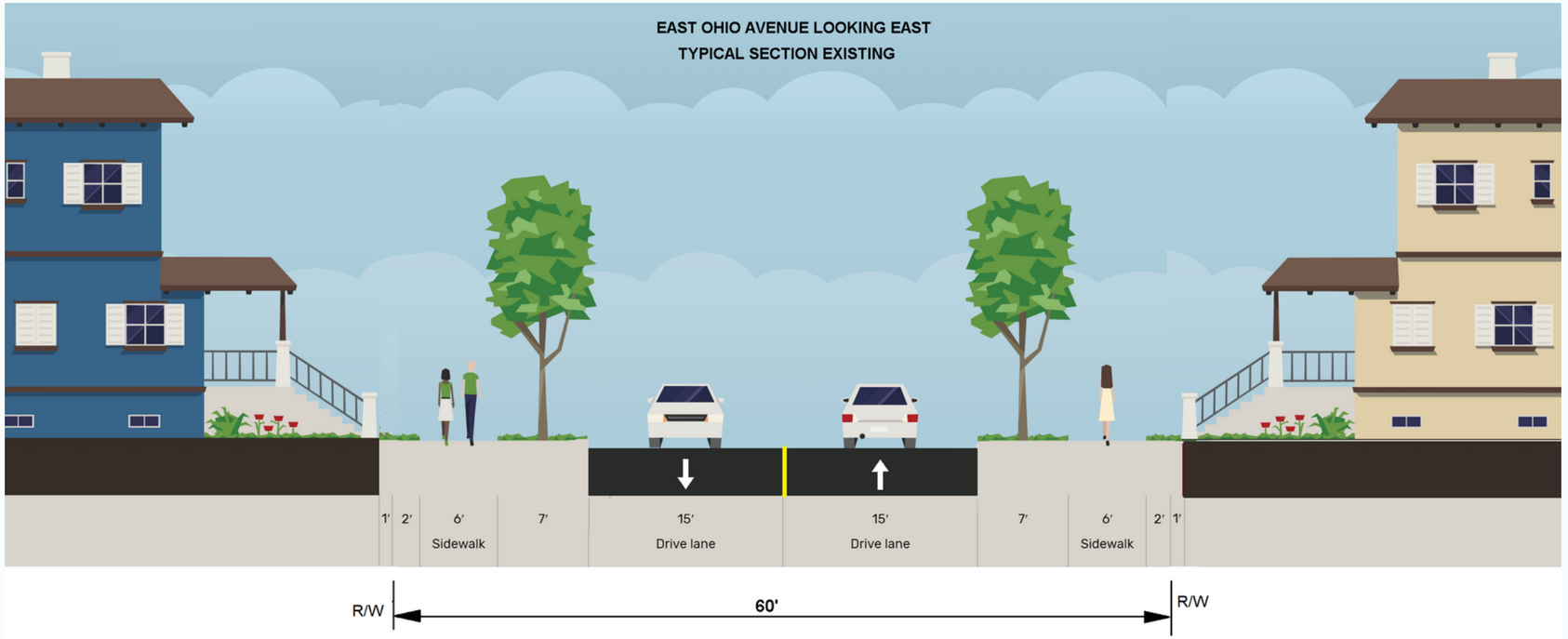
- State Trunk Highway (STH) 38; principal arterial

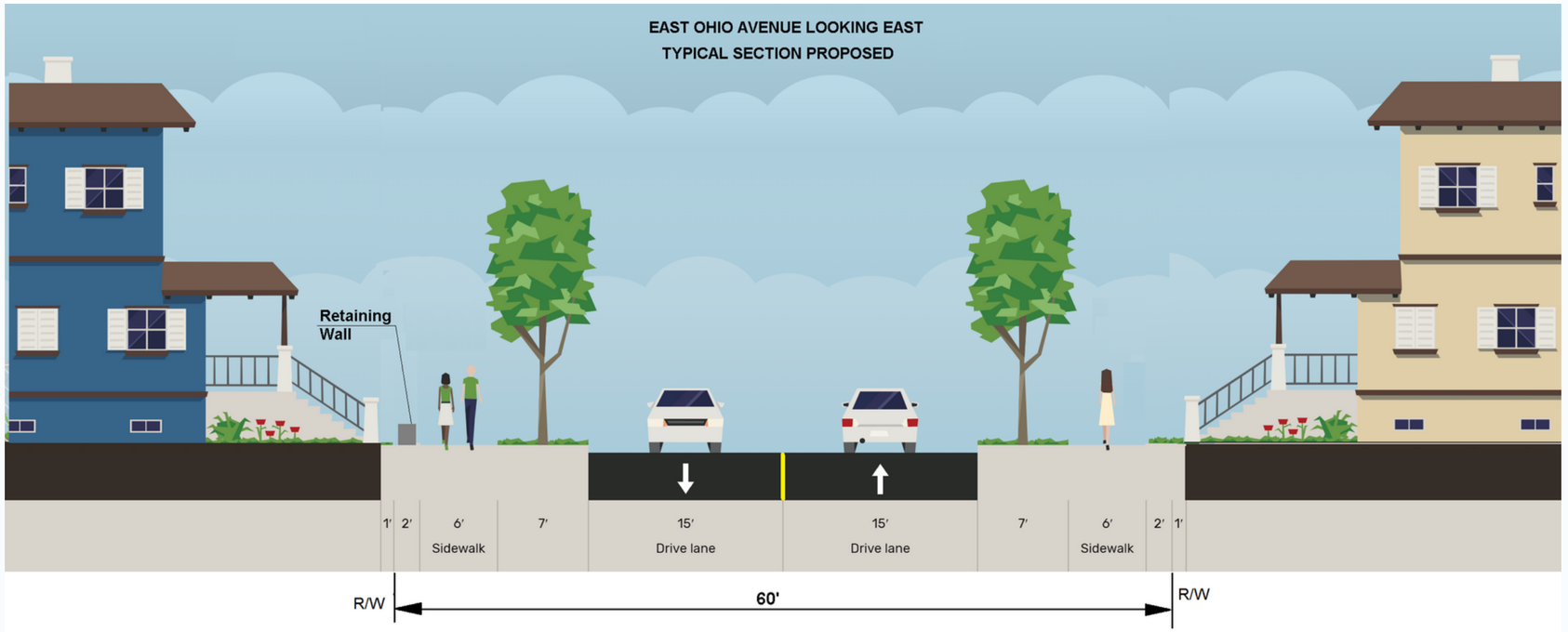
Considerations

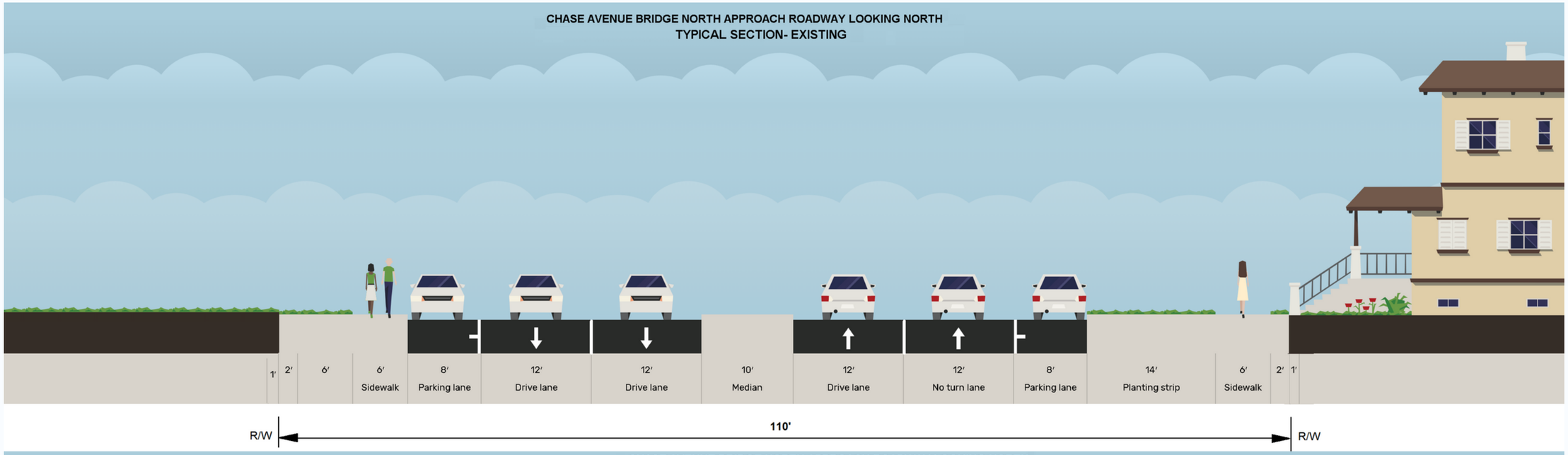
- Southeast Side Area Plan
- Clearance over Union Pacific Railroad

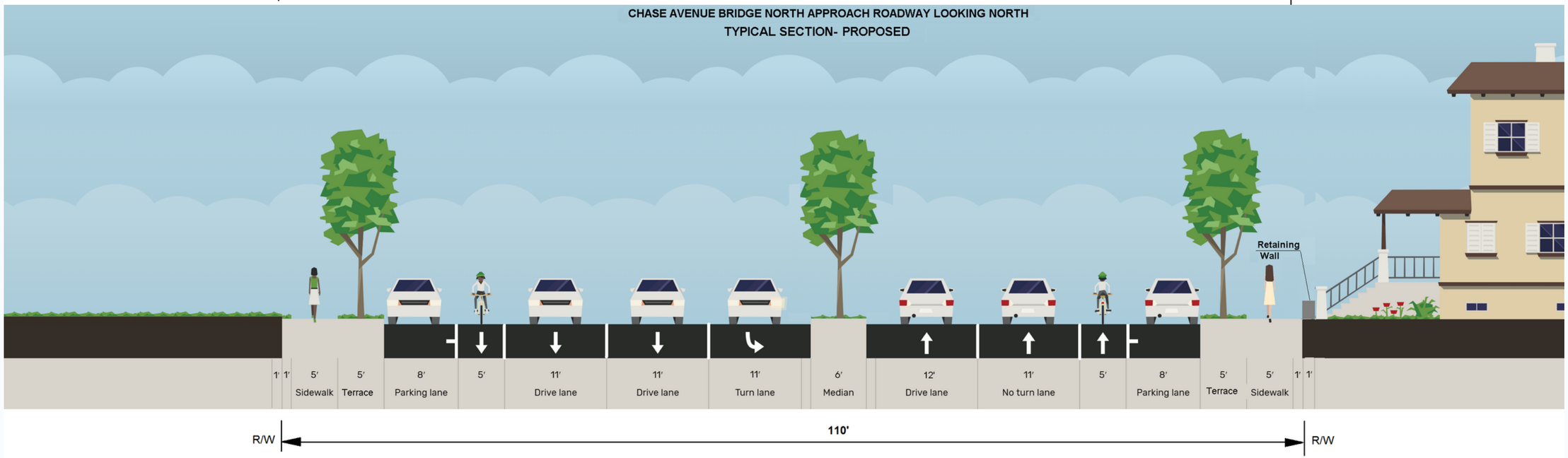
CHASE AVENUE BRIDGE OVER UNION PACIFIC RAILROAD
EXISTING & PROPOSED TYPICAL SECTION



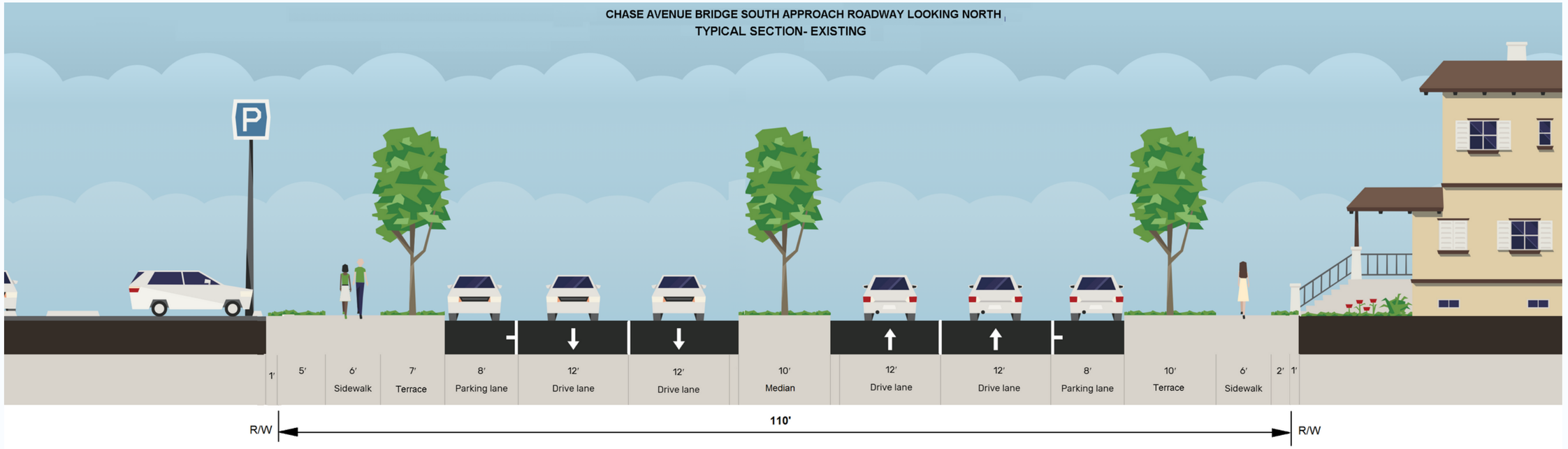

EAST OHIO AVENUE LOOKING EAST
TYPICAL SECTION EXISTING
1'
2'
6'
Sidewalk
7'
15'
Drive lane
15'
Drive lane
7'
6'
Sidewalk
2'
1'
R/W
60'
R/W


EAST OHIO AVENUE LOOKING EAST
TYPICAL SECTION PROPOSED
Retaining
Wall
1'
2'
6'
Sidewalk
7'
15'
Drive lane
15'
Drive lane
7'
6'
Sidewalk
2'
1'
R/W
60'
R/W

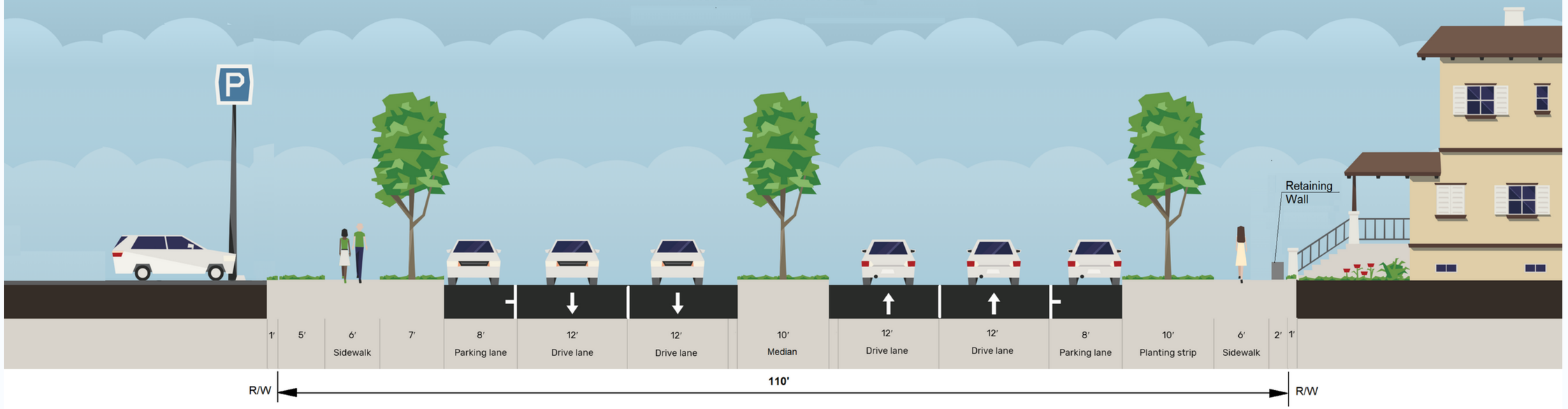

CHASE AVENUE BRIDGE NORTH APPROACH ROADWAY LOOKING NORTH
TYPICAL SECTION- EXISTING
1′
2′
6′
6′
Sidewalk
8′
Parking lane
12′
Drive lane
12′
Drive lane
10′
Median
12′
Drive lane
12′
No turn lane
8′
Parking lane
14′
Planting strip
6′
Sidewalk
2′
1′
R/W
110'
R/W


CHASE AVENUE BRIDGE NORTH APPROACH ROADWAY LOOKING NORTH
TYPICAL SECTION- PROPOSED
Retaining Wall
1′
1′
5′
Sidewalk
5′
Terrace
8′
Parking lane
5′
11′
Drive lane
11′
Drive lane
11′
Turn lane
6′
Median
12′
Drive lane
11′
No turn lane
5′
8′
Parking lane
5′
Terrace
5′
Sidewalk
1′
1′
R/W
110'
R/W

CHASE AVENUE BRIDGE SOUTH APPROACH ROADWAY LOOKING NORTH
TYPICAL SECTION- EXISTING



CHASE AVENUE BRIDGE SOUTH APPROACH ROADWAY LOOKING NORTH
TYPICAL SECTION- PROPOSED

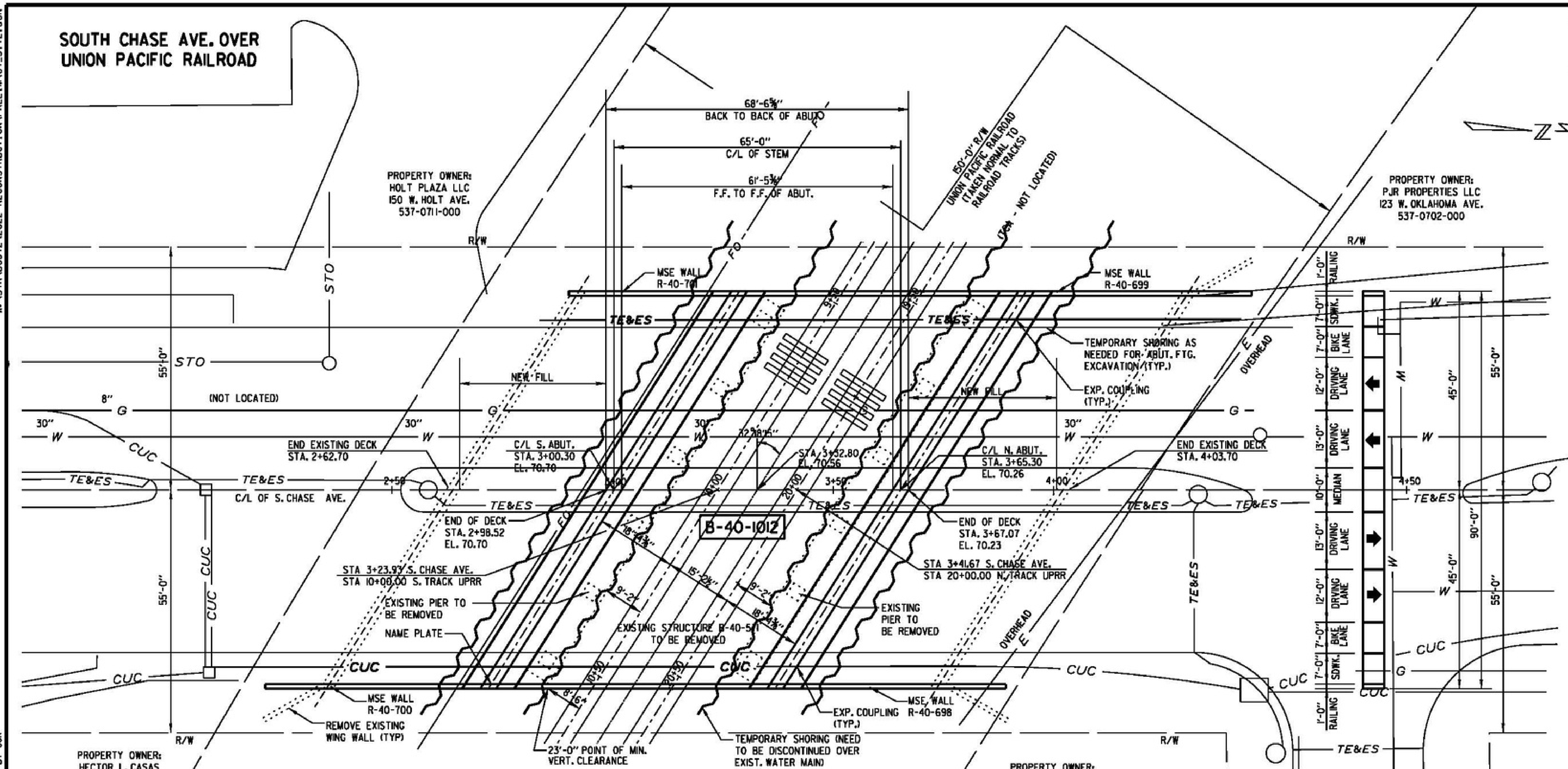


W:\STR\B0812\2022 RECONSTRUCTION\PRELIM\01_SITE.DGN

REVISED: 06-5-2020 BY CJR

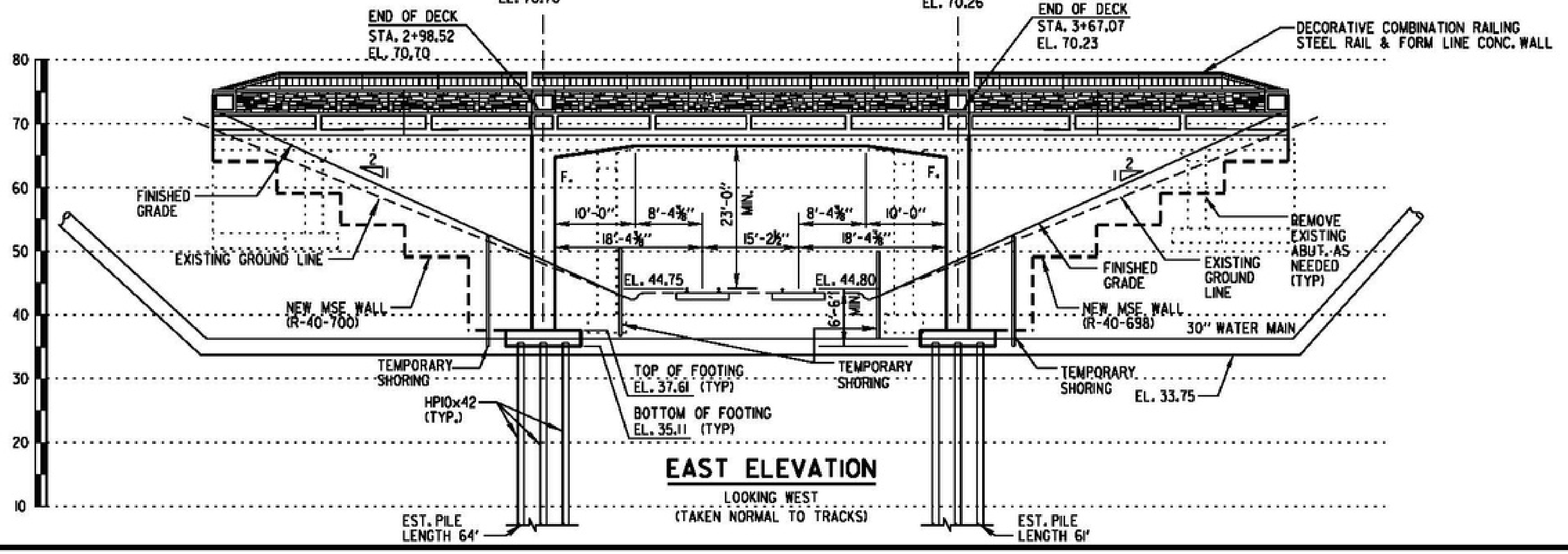
STATE PROJECT NUMBER
2060 - 18 - 70

SOUTH CHASE AVE. OVER UNION PACIFIC RAILROAD



PLAN VIEW

SINGLE SPAN CONCRETE RIGID FRAME



EAST ELEVATION

LOOKING WEST (TAKEN NORMAL TO TRACKS)

LIST OF DRAWINGS:

1. SITE PLAN & ELEVATION
2. CROSS SECTION
3. ESTIMATE OF QUANITIES
4. SUBSURFACE EXPLORATION

WISDOT CONTACT:
AARON BONK 608-261-0261

CONSULTANT CONTACT:
CITY OF MILWAUKEE
JONATHAN THOMAS 414-286-0463

BM: HYDRANT @ N.W. OF THE BRIDGE EL. 68.48

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY CITY OF MILWAUKEE DEPARTMENT OF PUBLIC WORKS INFRASTRUCTURE SERVICES DIVISION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

ACCEPTED ______ CHIEF STRUCTURES DESIGN ENGINEER ______ DATE

STRUCTURE B-40-1012

S. CHASE AVE. BRIDGE OVER UPRR

COUNTY MILWAUKEE	TOWN/CITY/VILLAGE MILWAUKEE
DESIGN SPEC.	AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY S.S.R.	DESIGN CK'D. AR	DRAWN BY MPF	PLANS CK'D. SSR AR

SITE PLAN & ELEVATION

SHEET 1 OF 4

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REVISED: 06-12-2020 GJR

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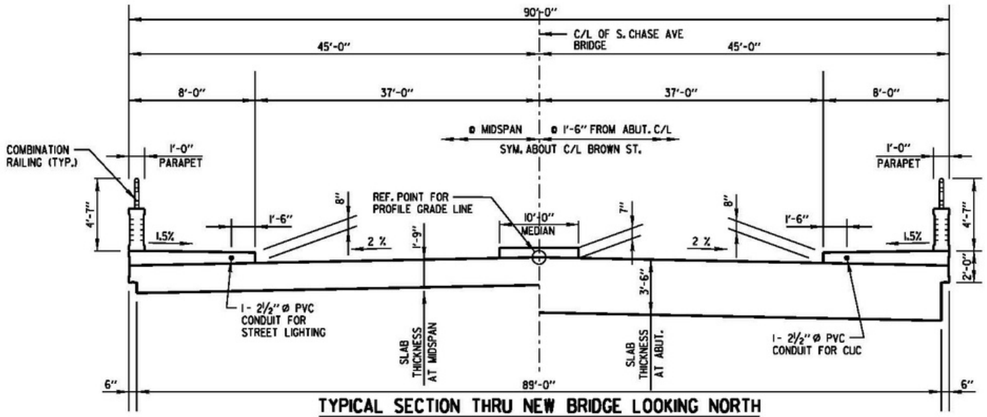
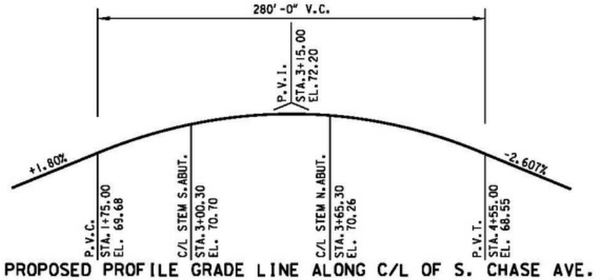
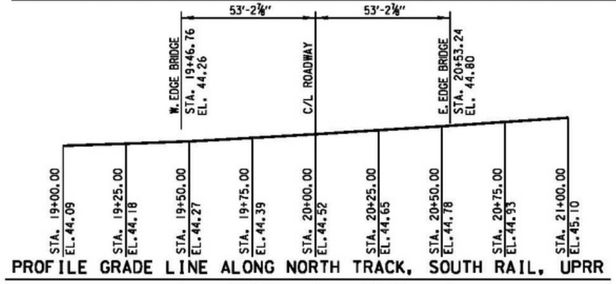


TYPICAL SECTION THRU NEW BRIDGE LOOKING NORTH

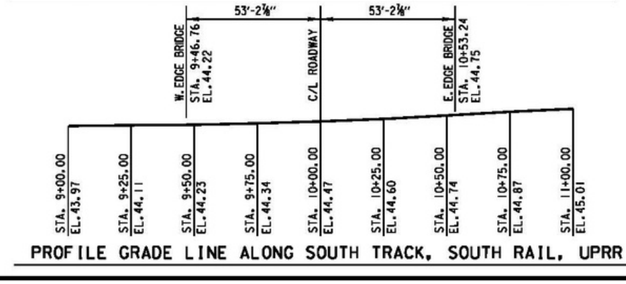
(ALL DIMENSIONS NORMAL TO C/L OF BRIDGE)



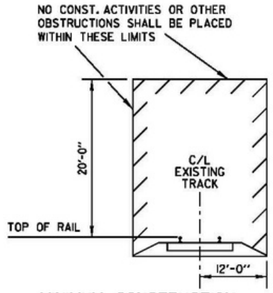
PROPOSED PROFILE GRADE LINE ALONG C/L OF S. CHASE AVE.



PROFILE GRADE LINE ALONG NORTH TRACK, SOUTH RAIL, UPRR



PROFILE GRADE LINE ALONG SOUTH TRACK, SOUTH RAIL, UPRR



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

NORMAL TO RAILROAD

DESIGN DATA

MATERIAL PROPERTIES

CONCRETE MASONRY (SUPERSTRUCTURE)	f'c = 4,000 PSI
CONCRETE MASONRY (ALL OTHERS)	f'c = 3,500 PSI
BAR STEEL REINFORCEMENT	fy = 60,000 PSI

FOUNDATION DATA

SOUTH ABUTMENT TO BE SUPPORTED ON HP 10x42 & HP 12X53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS* PER PILE AS DETERMINED BY MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 61'-0" LONG.

NORTH ABUTMENT TO BE SUPPORTED ON HP 10X42 & HP 12x53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS* PER PILE AS DETERMINED BY MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 64'-0" LONG.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

DEAD LOAD

CONCRETE = 150 LB/CF
F.W.S. = 20 LB/SF
PARAPET = 430 LB/LF

LIVE LOAD

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = XXX
OPERATING RATING FACTOR: RF = XXX
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = XXX

TRAFFIC DATA (YEAR)

A.D.T. (2017) = 17,060
A.D.T. (2032) = 17,650
R.D.S. = 30 MPH

GENERAL NOTES

ALL STATIONS AND ELEVATIONS ARE IN FEET.

ALL ELEVATIONS ARE REFERRED TO CITY OF MILWAUKEE DATUM = 580.6 NGVD

DRAWINGS SHALL NOT BE SCALED. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE NOTED.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

BENDING DIMENSIONS FOR REINFORCING ARE OUT TO OUT.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

EXISTING GROUND LINE SHALL BE UPPER LIMITS OF "EXCAVATION FOR STRUCTURE BRIDGES".

ALL SPACES EXCAVATED AND NOT OCCUPIED BY NEW STRUCTURE OR MSE WALL FILL SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

JOINT FILLER SHALL CONFORM TO AASHTO DESIGNATION M153 TYPE I, TYPE II, OR TYPE III, OR AASHTO DESIGNATION M213.

INFORMATION SHOWN ON DRAWINGS CONCERNING TYPE AND LOCATION ON UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE.

CONTRACTOR IS RESPONSIBLE FOR MAKING DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGES.

RAILROAD SHORING SHALL CONFORM TO OSHA STANDARDS FOR EXCAVATION AND MUST BE DESIGNED FOR RAILROAD LIVE LOAD SURCHARGE FOR COOPER E-80. FINAL LOCATION AND TYPE OF SHORING SYSTEM TO BE DETERMINED BY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN DRAWINGS AND CALCULATIONS DIRECTLY TO UNION PACIFIC RAILWAY.

TEMPORARY MINIMUM CLEARANCE OF 20'-0" SHALL BE MAINTAINED ABOVE RAILROAD TRACKS AT ALL TIMES UNLESS PRIOR CONSENT IS GIVEN BY ENGINEER.

FOR RAILROAD COORDINATION PLEASE REFER TO RAILROAD MINIMUM REQUIREMENTS AS PART OF SPECIAL PROVISIONS.

TEMPORARY SHORING SHALL NOT EXTEND ABOVE ELEVATION OF TOP RAIL ADJACENT TO SHORING.

EXISTING BRIDGE (B-40-570 PLANS MAY BE FOUND ON WISCONSIN DOT HIGHWAY STRUCTURES INFORMATION (HSI) SITE.

REFER TO SPECIAL PROVISIONS FOR CONCRETE STAIN AND CONCRETE STAIN MULTICOLOR.

PAINT FOR STEEL RAILING TO MATCH FEDERAL STANDARD NO. 595C, NO. 27038.

COORDINATE CONSTRUCTION OF BRIDGE B-40-1012 AND RETAINING WALLS R-40-698, R-40-699, R-40-700, & R-40-701

THE EXISTING STRUCTURE IS A THREE SPAN HAUNCH SLAB BRIDGE WITH AN OVERALL WIDTH OF 90'-0" AND OVERALL LENGTH OF 65'-0" AND IS TO BE REMOVED. EXISTING ABUTMENTS CAN REMAIN IN PLACE EXCEPT WHERE THESE ARE IN CONFLICT WITH PROPOSED STRUCTURE AND NEED TO BE REMOVED AT LEAST 2' BELOW FINISH GRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-1012

DRAWN BY	PLANS CK'D.	S.S.R. A.R.

CROSS SECTION

SHEET 2 OF 4

8

8

SCHEDULE

2020

1st Community Meeting

Present design options for feedback

2021

60% Design Phase Environmental Report

2022

2nd Community Meeting

90% Design Phase

2023

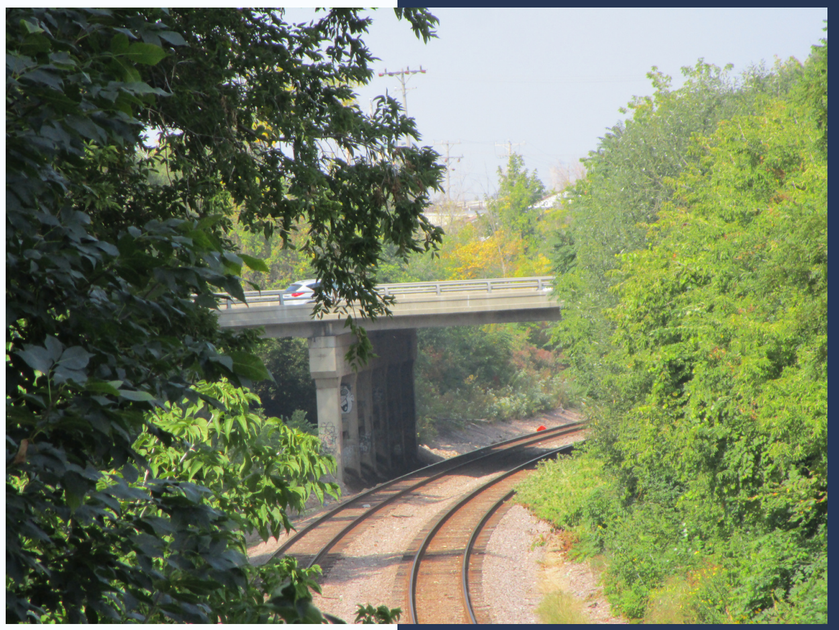
Final Design Phase and Utility Coordination

2024

Pre-construction Meeting to present final plans, staging and access details

Construction from April to December

COMMENTS & QUESTIONS



STAY INFORMED

WEBSITE

Project Information

milwaukee.gov/dpw/chasebridge

TWITTER

Follow us

@milwaukeedpw

FACEBOOK

Find Us

Facebook/milwaukeedpw

THIS MEETING HAS ENDED

A RECORDING OF THE PRESENTATION WILL BE POSTED AT MILWAUKEE.GOV/DPW/CHASEBRIDGE

Sign up to receive project updates and submit your comments online!

ANY QUESTIONS OR CONCERNS? PLEASE CONTACT:

NICK GOODWIN

PROJECT MANAGER

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ngoodw@milwaukee.gov

MEGAN O'CONNOR

LIAISON

PHONE NUMBER

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